

Transit Trends Across the State

Cathy Silins

Manager, Public Transportation and Commute
Options

Public Transportation and Rail Division WSDOT

Mike Harbour

General Manager, Intercity Transit

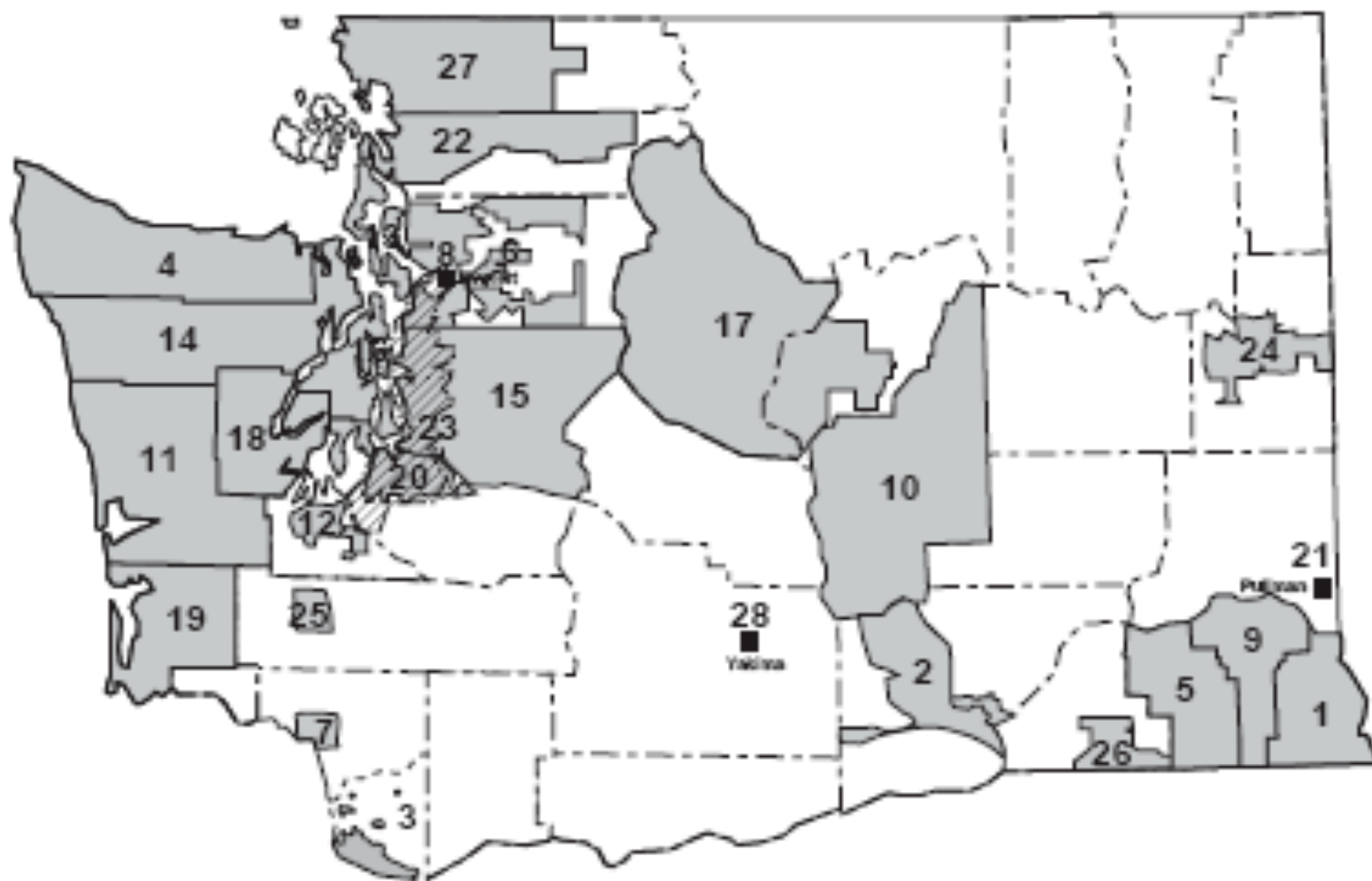
Peter Thein

Executive Director
Washington State Transit Association

Wednesday, October 18, 2006



Washington State Public Transportation Transit Authorities



Systems Serving Urbanized Areas

- C-TRAN
- Community Transit
- Everett Transit
- King County Metro Transit
- Pierce Transit
- Sound Transit
- Spokane Transit Authority

Systems Serving Small City or Small Urban Areas

- Ben Franklin Transit
- Cowlitz Transit Authority d.b.a. CUBS
- Intercity Transit
- Kitsap Transit
- Link Transit
- Skagit Transit
- Whatcom Transportation Authority
- Yakima Transit

Systems Serving Rural Areas

- Asotin County Transit
- Clallam Transit System
- Columbia County Public Transportation
- Garfield County Public Transportation
- Grant Transit Authority
- Grays Harbor Transportation Authority
- Island Transit
- Jefferson Transit Authority
- Mason County Transportation Authority
- Pacific Transit
- Pullman Transit
- Twin Transit
- Valley Transit



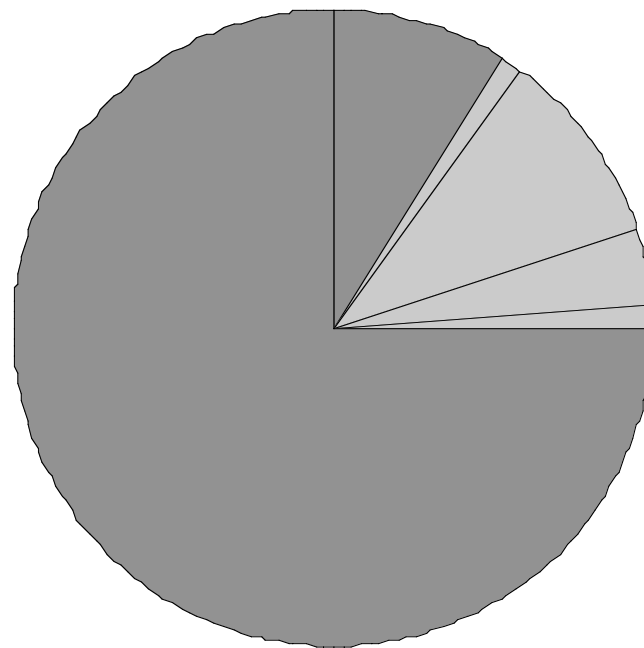
Washington State

Summary of Public Transportation — 2005



**Washington State
Department of Transportation**
Public Transportation and Rail Division

Sources of Transit Operating Revenues - 2005



- Other - 9%
- Vanpool - 1%
- Bus Fares - 10%
- Fed Operating - 4%
- State Operating - 1%
- Local Taxes - 75%

Local Funding in 2005

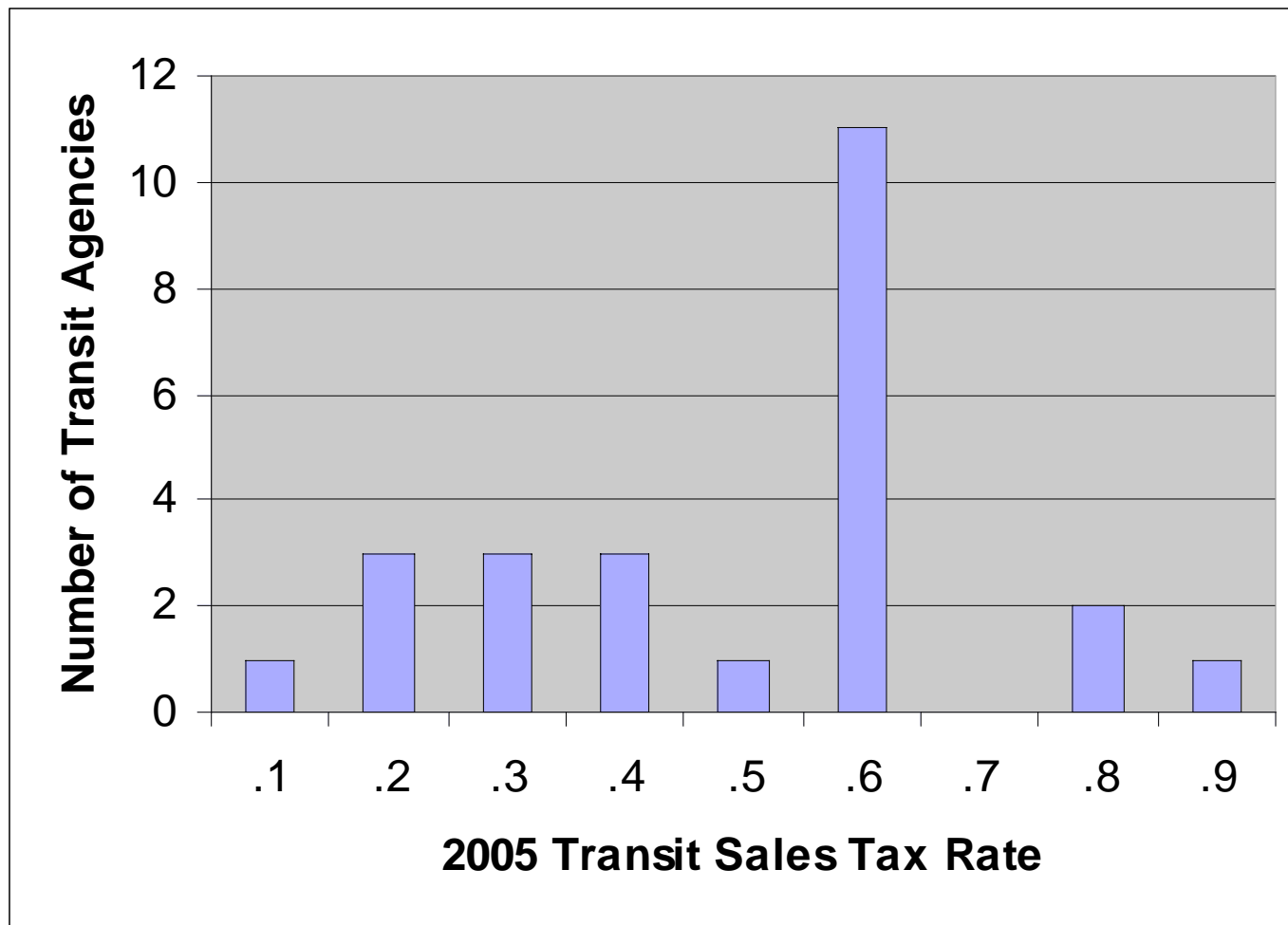
- Statewide, local tax revenues increased 10.55 percent from 2004.
- 16 of the 28 transit systems increased their local tax revenues by over 10 percent from 2004.
 - Everett Transit, 97.42 percent
 - Twin Transit, 74.50 percent
 - Spokane Transit, 72.98 percent
 - Pacific Transit, 21.72 percent
 - Intercity Transit, 20.72 percent

Efforts to Increase Public Transit Tax Rates - 2005

- The voters within the boundaries of **C-TRAN (Clark County)** approved an increase of 0.2 percent in September 2005. C-TRAN now levies 0.5 percent to fund public transportation.
- November 2005 **Columbia County Public Transportation (CCPT)** passed a 0.4 percent sales and use tax for transit.



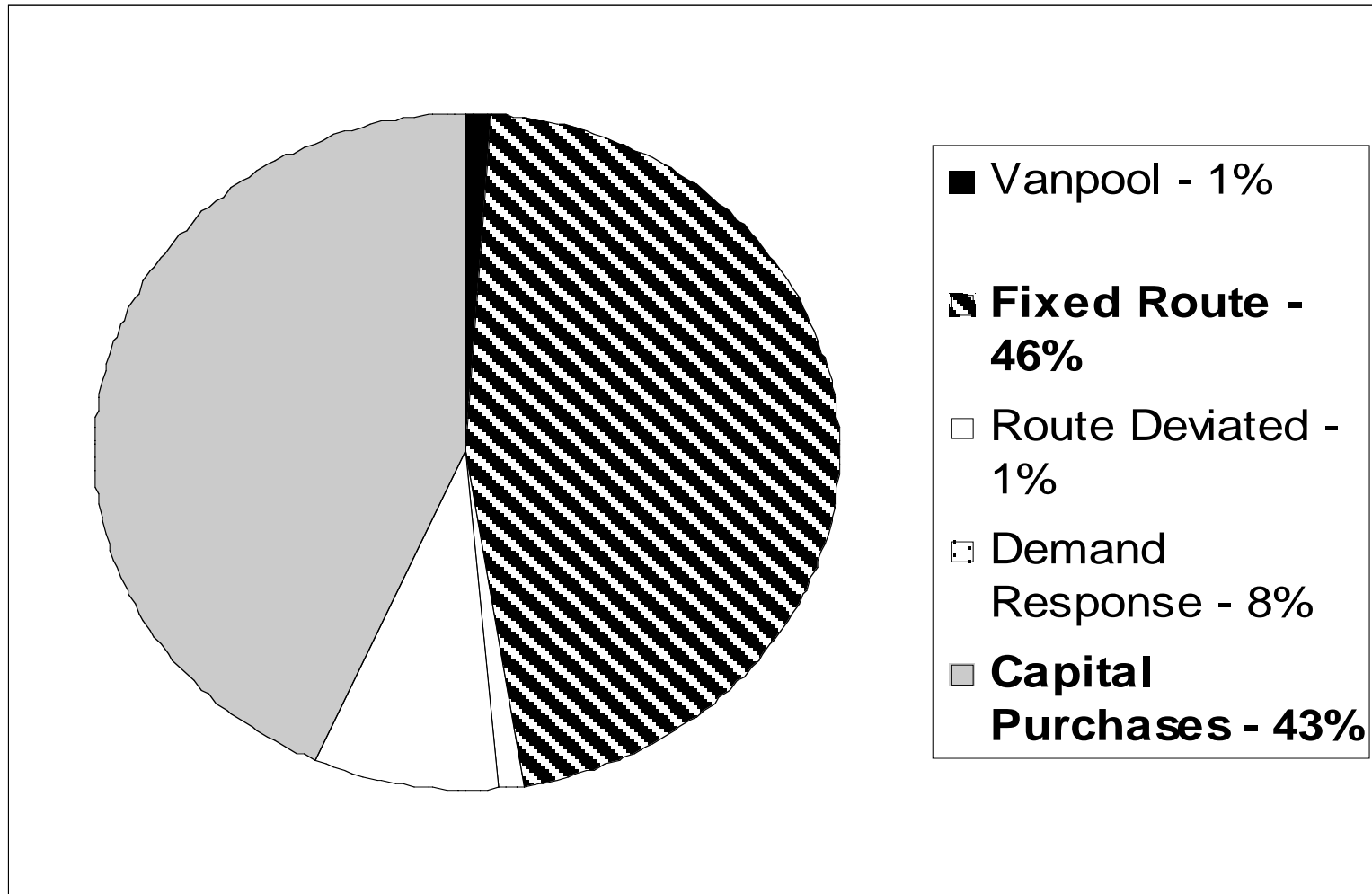
Local Sales Tax Rate for Transit



Farebox Revenues for 2005

- Statewide, farebox revenues increased 2.36 percent from 2004.
- Fares represented 10 percent of the total operating revenue.
- Statewide, vanpool revenue increased 14.17 percent from 2004.

Total Transit Expenditures and Obligations in 2005



Operating Expenses in 2005

- Operating expenses for public transportation in Washington State increased 12.34 percent from 2004. Increased fuel and insurance costs contributed to overall expenses for many transit agencies.
- Operating expenses increased for all service modes from 2004.
 - fixed route service expenses increased 6.99 percent
 - route deviated service expenses increased 30.46 percent
 - demand response service expenses increased 6.93 percent
 - vanpool service expenses increased 4.76 percent

Revenue Vehicle Hours and Miles in 2005

- Statewide, fixed route revenue vehicle hours increased 6.88 percent from 2004. Fixed route revenue vehicle miles decreased 7.5 percent from 2004.
- Statewide, demand response revenue vehicle hours and miles increased 4.1 percent from 2004.

Ridership in 2005

- fixed route ridership increased 1.14 percent over 2004
- demand response ridership increased 2.12 percent over 2004
- vanpool ridership increased 11.50 percent over 2004





Transportation Benchmarks

For Public Transportation Agencies
2005 Update

Recent Trends: Public Transportation in Washington State

- 28 Local and Regional Public Transportation Agencies Serving 85% of Washington Residents
- 8900 Employees
- 5300 Vehicles
- 160 Million Trips on Fixed Route
- 5.3 Million Demand-Response Trips
- 5.2 Million Vanpool Trips

Public Transportation Services



- Fixed Route
- Regional, Corridors, BRT, Feeder service
- Route Deviated
- Vanpool/Carpool, Rideshare
- Commute Trip Reduction
- Special Needs – Travel Training, Van Programs

Public Transportation for Everyone



- Elderly
 - 17% of the population over 65 do not drive
- People with disabilities
 - 17.5% of the population report some disability
- Children
 - 25.7% of the population is under 18
- People with low incomes
 - 10.6% of the population have incomes below poverty level

Service Characteristics



Two General Types of Service:

- Service for the Transit Dependant
- Service for Riders who use the Bus by Choice

Why People Ride or Don't Ride the Bus

Influenced by many factors:

- Is Service Available?
- Comfort and Convenience
- Safety
- Reliable
- Perception of Riding the Bus
- Cost – of Ride, Gas, Parking
- Travel Time Advantage or Disadvantage to Taking the Bus

Ridership is also a Function of Supply



Transit is Good on the Supply Side:

- Type of Service – BRT, Express, Circulator
- Clean, Comfortable Buses & Facilities
- Safe P&R Lots
- Customer Service

Examples from Link, Pierce, Whatcom, Metro and Grant

Ridership is also a Function of Supply and Demand

Transit is not so Good on the Demand Side:

- Development and Density
- Zoning and Concurrency Issues
- Ease of Auto Travel
- Highway and Parking Subsidies

Examples from Metro and Whatcom

END

